during the Tenth Plan. In case GDP grows 8% as per the approach paper of the Planning Commission, the likely growth in this sector is projected at 11.7%. The installed capacity in the organized sector is likely to increase from 21.5 lakh tonnes to 33 lakh tonnes in case of 6% GDP growth and to 37.4 lakh tonnes in case of 8% GDP growth.

(d) Taking into account the above growth rate as well as factors such as replacement costs, modernization and improvements in the existing industry, etc., the total investment in this sector has been estimated to increase from Rs. 305 crores during the Ninth Plan to Rs. 1146 crores during the Tenth Plan (at 2001-2002 prices) in case of GDP growth of 6% and Rs. 1774 crores in case ofGDPgrowthof8%.

Rail accidents due to derailments

*468. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether derailment is the major cause of rail accidents;

(b) if so, share of derailments in the total number of rail accidents during the last three years;

(c) the reasons for a large number of derailments; and

(d) the measures taken to avert such accidents?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes, Sir.

(b) The share of derailments to total number of train 'accidents is as follows:—

Year	Total Train Accidents	Total Derailments	Percentage
1999-2000	463	329	71.05
2000-2001	473	350	73.99
2001-2002	415	280	67.50

(c) Broad causes of derailments were as under:—

		1999-2000	2000-2001	2001-2002*
1.	Failure of Railway Staff	250	260	191
2.	Failure of "persons other than Railway Staff'	18	25	9

		1999-2000	2000-2001	2001-2002*
3.	Equipment Failure	24	32	37
4.	Sabotage	20	19	14
5.	Combination of factors	—	1	—
6.	Incidental	12	10	21
7.	Could not be established	5	3	4
8.	Under Investigation	—	—	4
	TOTAL:	329	350	280

*Figures for 2001-2002 are provisional.

(d) Some important steps to check recurrence of such incidents are listed below:—

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crore has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C, 'D', and 'D spl.' Routes, where speed is more than 75 kmph, have been completed. Remaining portion of the work is under progress.

(iii) Modification of signalling circuitry has been carried out to minimize chances of human error in causing accidents.

(iv) State-of-the-art technology of Digital Mobile Train Radio communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(v) There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used. This gives superior track geometry.

(vi) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(vii) For detection of hidden flaws in rails/welds, adequate number of Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(viii) At the rail Rolling Mill at Bhilai, online Ultrasonic Flaw Detection (USFD) and eddy current testing is being done to weed out rails with defects, Vaccum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Bhilai Steel Plant of Steel Authority of India Limited are also planning together to produce longer rails i.e. 26 metre and 65 or 78 metre, instead of the conventional 13 metre length to reduce number of welds in the track.

(ix) Periodical Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters is being conducted.

(x) Training facilities for drivers, guards and staff connected with train operation are being upgraded, including use of Simulators for training of drivers.

(xi) Performance of the staff connected with train operation is constantly monitored and those found deficient are sent for 'crash training courses' also.

(xii) Stringent penalty to th? extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(xiii) Majority of four wheeler wagons (CRT wagons) with vaccum brake system have been phased out.

(xiv) All new coaches are being fitted with Bogie Mounted Brake System. In addition, some of the existing coaches having adequate residual life are also being retrofitted with this system.

(xv) To improve the crash worthiness of coaches, as an immediate measure, coach interiors are being re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xvi) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie MAfated Brake System on wagons has also been developed

and is under trial. The use of Composition Brake Blocks on wagons is being progressively increased.

(xvii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality Maintenance System.

(xviii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

Funds for elementary education in NE

*469. SHRI EDUARDO FALEIRO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what was the BE 2001-2002 for educational development of North-Eastem States and Sikkim under Elementary Education and what was the actual expenditure thereon;

(b) whether it is a fact that the fund was not fully utilised; if so, the reasons therefor;

(c) whether the lump sum provision of Rs. 146 crore in 2000-2001 for North-Eastern States and Sikkim under Women's Welfare also remained fully unutilised; and

(d) if so, the reasons for hundred per cent non-utilisation?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) and (b) The BE 2001-02 (Plan) of the Department of Elementary Education and Literacy was Rs. 4000 crores and RE (Plan) was Rs. 3750 crores. 10% of RE required to be spent in the NE States and Sikkim worked out to Rs. 375 crores. Against this, the actual expenditure incurred in the NE States and Sikkim during 2001-02 was Rs. 219.84 crores. The shortfall in utilisation of the entire provision was mainly due to non receipt of complete and viable proposals, unspent balances lying with the State Governments as well as some area specific projects not covering the North-East.

In addition to the above, there was also a token provision of Rs. 1.00 crore (Plan) in the Department of Elementary Education and Literacy specifically for the Educational Development of North Eastern States and Sikkim for the year 2001-02 but no expenditure could be incurred under this head as the scheme for operationalising the budget head could not be finalised pending decision regarding earmarking of 10% lump sum provisiopfor North Eastern Areas. *$&